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REFERENCE: GS 088

ATTACHMENT TO M-5454
30 DECEMBER 1968
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VINH COMPLEX
NORTH VIETNAM
1839N 10540E

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1. SIGNIFICANCE:

THIS BOARD DEPICTS NEWLY ACTIVATED LOGISTICS RELATED AREAS AND AREAS OF INCREASED LOGISTICS ACTIVITY IDENTIFIED IN THE VINH AREA SUBSEQUENT TO THE 1 NOVEMBER BOMBING HALT.

2. LOCATION:

VINH COMPLEX.

3. MISSION READOUT:

GIANT SCALE MISSION S-088, 11 DECEMBER 1968, REVEALS ONE NEW AREA, THREE REACTIVATED AREAS, AND TWO AREAS OF INCREASED LOGISTICS ACTIVITY WHICH HAVE BEEN IDENTIFIED SUBSEQUENT TO THE 1 NOVEMBER BOMBING HALT. THESE AREAS ARE AS FOLLOWS:

(1) VINH AIRFIELD (18-46-50N 105-42-44E) HAS BEEN REACTIVATED AND IS NOW SERVICEABLE FOR THE FIRST TIME SINCE [REDACTED] THE BOMB CRATERS IN THE 6,700 x 120 FT N/S NATURAL SURFACE LANDING STRIP LOCATED BETWEEN THE RUNWAY AND TAXIWAY HAVE BEEN FILLED AND THE PARALLEL STRIP IS NOW SERVICEABLE. THE RUNWAY REMAINS CRATERED AND UNSERVICEABLE.

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(2) VINH RAILYARD TRANSSHIPMENT POINT (18-41-08N 105-40-08E) WAS UNDER REPAIR IN [REDACTED] AND REACTIVATED AS A TRANSSHIPMENT AREA DURING NOVEMBER. THE TRANSSHIPMENT POINT CONTINUES TO BE ACTIVE WITH NUMEROUS PILES OF SUPPLIES OBSERVED. THE VINH RAILROAD YARD LOCATED IMMEDIATELY WEST OF THE TRANSSHIPMENT POINT CONTAINS 26

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GROUP 1
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PIECES OF ROLLING STOCK.

(3) VINH TRANSSHIPMENT POINT SONG VINH/HOANG MAI (18-39-41N 105-40-16E) WAS REACTIVATED IN [] AND SUBSEQUENT TO THE BOMBING HALT TRANSSHIPMENT ACTIVITY HAS SIGNIFICANTLY INCREASED. THE AREA REMAINS ACTIVE WITH 116 SAMPANS AND EIGHT NON-MOTORIZED CARGO BARGES MOORED IN THE AREA. STOCKPILES OF SUPPLIES ARE SCATTERED ALONG THE NORTH BANK OF THE WATERWAY.

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(4) YEN DUNG TRANSSHIPMENT POINT (18-39-18N 105-42-48E) ON THE NORTH BANK OF THE SONG CA HAS BEEN NEWLY CONSTRUCTED SUBSEQUENT TO THE BOMBING HALT AND CONSISTS OF FOUR CLEARED TRANSLOADING AREAS AND NUMEROUS PILES OF SUPPLIES SCATTERED ALONG THE BANK. TWENTY-THREE BARGES, SIX OF WHICH ARE IN THE PROCESS OF BEING LOADED, AND 22 SAMPANS ARE MOORED ALONG THE BANK.

(5) VINH PETROLEUM PRODUCTS STORAGE (18-40-15N 105-43-19E) ABANDONED PRIOR TO THE BOMBING HALT HAS NOW BEEN REACTIVATED. THE AREA CONTAINS 51 LARGE POL STORAGE TANKS, 25 METRIC TONS EACH, SCATTERED THROUGHOUT THE AREA.

(6) BEN THUY FERRY CROSSING (18-38-20N 105-42-35E) HAS SHOWN AN INCREASE IN ACTIVITY. IT CONSISTS OF TWO FERRY SLIPS WHICH ARE BEING USED TO FERRY CARGO TRUCKS ACROSS THE SONG CA TO THE SOUTH BANK FOR FURTHER MOVEMENT TO THE SOUTH.

IN ADDITION TO THE AREAS LISTED ABOVE, FIFTY-FOUR ADDITIONAL POL TANKS AND 130 CARGO TRUCKS ARE OBSERVED WITHIN THE COMPLEX. ONE TRANSSHIPMENT AREA PRVIOUSLY LOCATED IN THE VINH BARRACKS AREA NW WAS ACTIVE PRIOR TO THE BOMBING HALT AND IS NOW BEING USED AS A RAIL CAR AND VEHICLE HOLDING AREA.

THE THANH HOA TO VINH RAIL LINE WAS MADE SERVICEABLE SUBSEQUENT TO THE

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BOMBING HALT WITH THE RECONSTRUCTION OF RAIL BRIDGES AT TAM DA AND PHU DIEN CHAU.
THE RAIL LINE REMAINS SERVICEABLE.

CONSTRUCTION ON THE POL PIPELINE SERVING THE VINH PETROLEUM PRODUCTS
STORAGE AREA, INITIALLY IDENTIFIED JUST SOUTH OF VINH ON [REDACTED] IS
OBSERVED CONTINUING.

VINH ARMY BARRACKS NNE, VINH ARMY BARRACKS NW, VINH HEADQUARTERS MILITARY
REGION IV, VINH ARMY BARRACKS CITADEL, VINH ARMY BARRACKS CENTRAL NE, VINH ARMY
SUPPLY DEPOT EAST, AND TWO SMALLER BARRACKS AREAS HAVE BEEN COVERED WITH NO
RECONSTRUCTION ACTIVITY NOTED.

[REDACTED]

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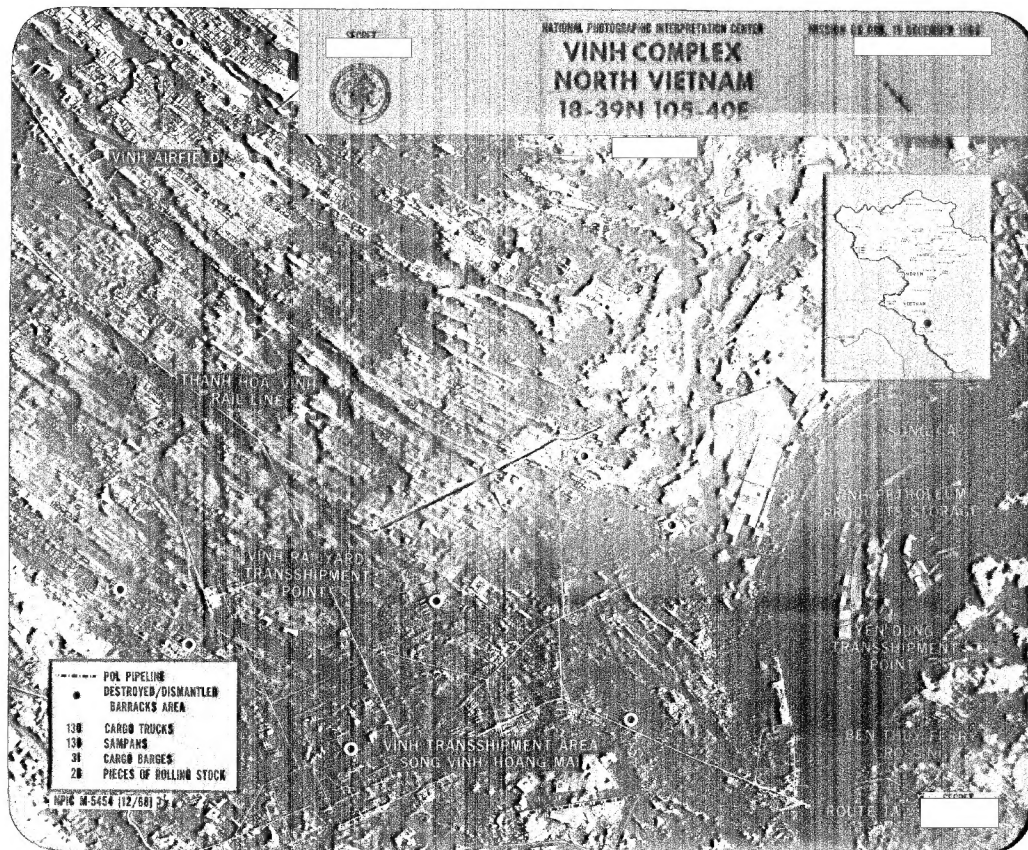
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